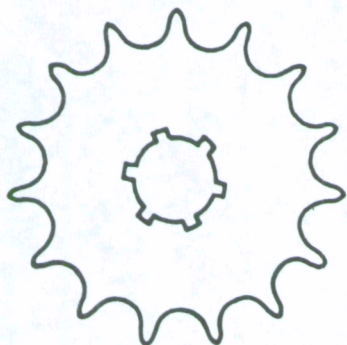
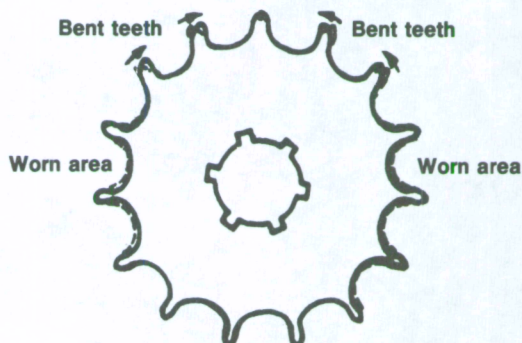


77



GOOD



WORN

is necessary to partially disassemble the rear axle. Consider replacing the factory drive chain with an aftermarket type chain equipped with a master link.

1. Remove the recoil starter and alternator as described in Chapter Seven.
2. Remove the subtransmission as described in this chapter.
3. Remove the left-hand crankcase cover as described in Chapter Four.
4. Remove the rear axle, drive chain, drive sprocket and bushings as an assembly as described in Chapter Eight.
5. Install by reversing these removal steps, noting the following.
6. Adjust the drive chain as described in Chapter Three.

### Inspection

1. Inspect the teeth on the drive sprocket. If the teeth are visibly worn (Figure 77), replace the sprocket with a new one.
2. If the sprocket requires replacement, the drive chain is probably worn also and should be replaced.
3. On ATC110 and ATC125M models, measure the inside and outside diameter of the drive sprocket bushings. Replace if worn to the following service limit dimensions:
  - a. Inside diameter: 19.94 mm (0.785 in.).
  - b. Outside diameter: 21.90 mm (0.862 in.).

### TRANSMISSION AND INTERNAL SHIFT MECHANISM

To gain access to the transmission and internal shift mechanism it is necessary to remove the engine and split the crankcase. Once the crankcase has been split, removal of the transmission and shift drum and forks is a simple task of pulling the assemblies up and out of the crankcase. Installation is more complicated and is covered more completely than the removal sequence.

Refer to **Table 2** for specifications for the internal shift mechanism and **Table 3** for specifications for the transmission components. Honda does not provide specifications for all models.

Different transmissions are used among the various models. They are covered in separate procedures; be sure to use the correct procedure for your specific model.

### PRELIMINARY TRANSMISSION INSPECTION (ALL MODELS)

After the transmission shaft assemblies have been removed from the crankcase halves, clean and inspect the assemblies prior to disassembling them. Place the assembled shaft into a large can or plastic bucket and thoroughly clean with a petroleum based solvent such as kerosene and a stiff brush. Dry with compressed air or let it sit on rags to drip dry. Repeat for the other shaft assembly.

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